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CHANDON'S
CHAMPAGNE
DRY IMPERIAL
Per Case, Quarts \$59.00
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Sole Agents: H. Price & Co.
468

The China Mail

ESTABLISHED 1845

MARTELL'S
BRANDIES
No Star, per doz. 399.00
" " " do 30.00
V.V.P. do 51.00
V.V.P. do 55.00
H. Price & Co.
468

No. 13,026

號八廿月二十年四第百九千一英

HONGKONG, WEDNESDAY, DECEMBER 28, 1904.

日二十月一十年辰甲

PRICE, \$3.00 Per 100

MAGEWEN, FRICKEL & CO.
FORWARDING DEPARTMENT.

RECEIVE Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World. Estimates for Freight and
All Expenses, including Duty and other
charges, on receipt of Cargo Capacity, Contents,
Weight and Value.

CHINA PARCEL EXPRESS.
Office—3, DUNDRELL STREET.
Hongkong, December 6, 1904. 1815

Intimations.

LOST.

ON the Jubilee at Peking Road, a
LADY'S GOLD CHAIN BRACELET
and PADLOCK. Finder will be suitably
rewarded, by returning to
"R. M."

Care of "China Mail" Office.
Hongkong, December 27, 1904. 2312

WANTED.

ELDERLY Man, Portuguese or other, as
FACTORY STORE-KEEPER and
TIME-KEEPER.

Apply, ROBINSON PIANO CO., Ltd.
Hongkong, December 21, 1904. 2289

DON'T FORGET TO CALL

LOOK OVER OUR STOCK OF
FIBER AND RATTAN CHAIRS
BEFORE buying XMAS PRESENTS;
no comparison with crude imitations
made by natives.

Special Prices during Holiday Season.
You cannot suggest a more suitable Xmas
Present than a nice comfortable Chair.

HARRIS KENNEY & CO.,
3 to 13, SHAUKI-WAN ROAD.

The Trams pass our Door.
Hongkong, December 23, 1904. 2301

NOTICE.

IF JULIA GRAY or MENZIES will
communicate with the undersigned
she will hear of something to her advantage.
The above was last heard of in Hongkong
about the year 1865. Her husband,
HENRY MENZIES, was then mate of the
s.s. "Yessie," trading with Hongkong.

Any information as to either of these
persons or their children will be gratefully
received by their relatives.

JOHN HASTINGS,
Solicitor,
38, Queen's Road Central.
Hongkong, December 23, 1904. 2300

LEE CHEE WING & CO., 致
23 & 25, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS and TEES,
CORRUGATED IRON, FIG IRON, &c.,
Suitable for
SHIP, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 20, 1900. 1227

'THE REVENUE OF CHINA.'
A SERIES OF ARTICLES,
Reprinted from 'The China Mail,'
WITH AN APPENDIX.

To be had at the Office of this Paper,
Messrs. KELLY & WAUGH, LTD.,
And Messrs. W. BRIDGE & CO.,
Price, 50 CENTS.

THE POPULAR
SCOTCH,
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
H. M. THE PRINCE OF WALES
Supplied at all the leading Clubs and
Hotels, and to be obtained from LAN
CRAWFORD & CO., Queen's Road
Central.

Business Notices.

INNES' (PATENT)

METALLIC ZINC POWDER

FOR PREVENTION OF CORROSION IN MARINE OR LAND
BOILERS.

In Boilers where Corrosion has already taken place, the intro-
duction of Zinc Powder will effectually stop it. This form of
Metallic Zinc is 5 times more powerful in its preservative action
than that of Zinc Slabs, Balls or Plates.

FURTHER PARTICULARS FROM

W. S. BAILEY & CO.,

Engineers, HONGKONG.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAN, 2,363 tons, Captain H. D. Jones.

s.s. POWAN, 2,358 tons, Captain R. D. Thomas.

s.s. PATSHAN, 2,340 tons, Captain W. A. Valentini.

s.s. HANKOW, 2,374 tons, Captain C. V. Lloyd.

s.s. KINSHAN, 1,993 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 11 p.m.
and 10.30 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m., and 6 p.m.
(Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2.30 p.m.

Departures on Sundays at 12.30 p.m.

Departures from Macao to Hongkong daily at 8.30 a.m.

Canton-Macao Line.

s.s. LONGSHAN, 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SATNAM, 699 tons, Captain J. Wilkes.

s.s. NANNING, 539 tons, Captain C. Burchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel,
Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

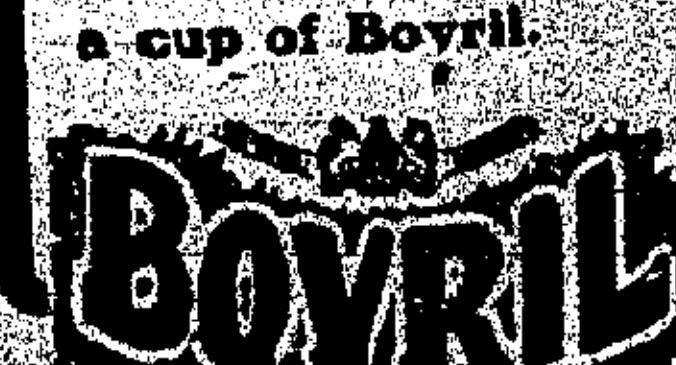
PRIVATE HOTEL, CENTRALLY SITUATED.
TWO MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE. 29, WYNDHAM STREET.
Hongkong, September 6, 1904. 1676

N. LAZARUS, 10, D'AGUIAR
STREET,
OPTICIAN, HONGKONG.
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1787

CLARK'S STUDIO,
4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALTY.
Hongkong, October 1, 1904. 1812

THOMAS' HOTEL.
A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, August 1, 1904. 1413

When you feel in
need of something
to refresh the body
and at the same
time nourish and
sustain—something
to make you strong,
 hale and hearty—try
a cup of BOYRIL.



Boyril is
supplied at all the leading Clubs and
Hotels, and to be obtained from LAN
CRAWFORD & CO., Queen's Road
Central.

DR HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL,
Entrance on Lee Yuen Street.
Hongkong, July 25, 1904. 1579

Dr NEWELL WILSON,
DENTIST.

LATEST AMERICAN METHODS.
REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office Hours—9 a.m. to 5 p.m.

First Floor,
WATKINS' BUILDINGS,
31, QUEEN'S ROAD CENTRAL.

Hongkong, October 19, 1904. 2306

Business Notices.

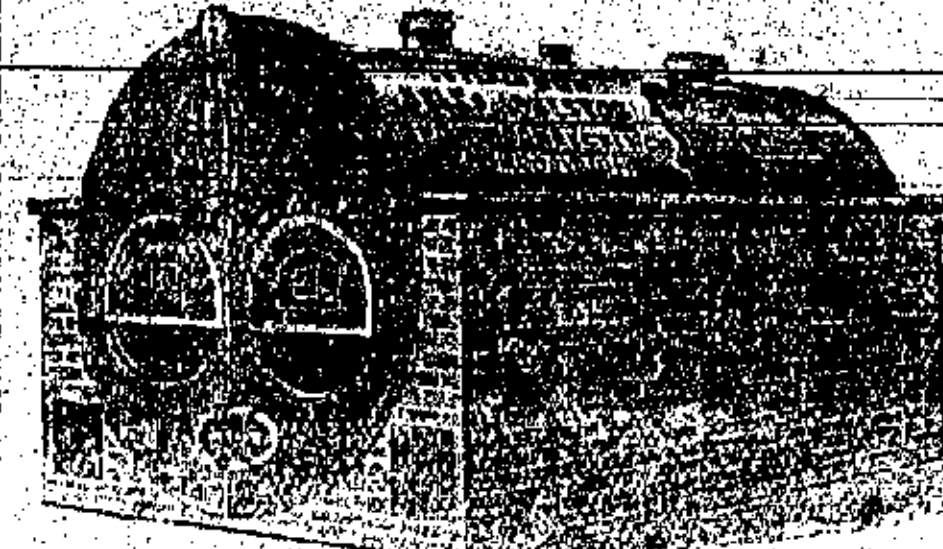
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBE-TOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

PLUM PUDDINGS.

XMAS CAKES.

CRYSTALLIZED FRUITS
IN FANCY BOXES

ELVAS PLUMS,
CARLSBAD PLUMS,
PULLED FIGS,
TUNIS DATES.

NUTS.

FILBERTS, BRAZILS, ALMONDS,
BARCELONAS, MUSCATELS.

CADBURY'S CHOCOLATES.
FRENCH CONFECTIONERY.

YORK HAMS
SPECIALLY SELECTED.

CHEESE.
WHOLE OR 1/2 STILTONS. STILTONS IN JARS
McLAREN'S.

LANE, CRAWFORD & CO.

STAG HOTEL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, November 3, 1904. 1935

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 a.m. all day. My 32 years
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
obtained by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

THE
CARLTON HOUSE HOTELS.

8 and 10, ICE HOUSE ROAD (CENTRAL),
(3 MINUTES' FROM THE CLOCK TOWER).

NEWLY FURNISHED IN ELEGANT STYLE AS A FIRST-CLASS
PRIVATE RESIDENCE.

Situation very Healthy and Quiet; the General Appointments and Cuisine all that
can be desired.
For Terms, apply to
THE MANAGER.
Hongkong, November 7, 1904. 1226

GREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

SCHWEPPE'S SODA WATER.
Bottle Bottles ... \$3.00 Per Dozen.

SCHWEPPE'S TONIC.
Ordinary Bottle ... 3.00 Per Dozen.

SCHWEPPE'S STONE GINGER ALE.
Stone Bottles ... 3.50 Per Dozen.

N.B.—We have been appointed SOLE AGENTS for China for Messrs
SCHWEPPE'S AERATED WATERS, and we have made arrangements to have fresh
consignments shipped to us by Every Mail Boat.

34, QUEEN'S ROAD CENTRAL, First Floor.
(W. Powell & Co.'s Old Premises).

Hongkong, December 28, 1904. 2110

Business Notices.

GREEN ISLAND CEMENT CO.
Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex-Factory.
In bags of 250 lbs net, \$3.20 per bag, ex-Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire-Cla.

FIRE CLAY WORKS, WATSON BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.
GENERAL MANAGERS.

FINEST
BLACKBERRY BRANDY

Price per Doz. Qts. ... \$11.00.
" " Bottle ... 1.00.

LANE, CRAWFORD & CO.

FAIRALL & CO.

ARE NOW SHOWING THEIR NEW STOCK OF

Evening Blouses, Laces, Berthes and Fiches.
Real Lace Handkerchiefs, Silk Hose, Gloves,

FOR DAY AND EVENING WEAR.
Fancy Combs and Hair Slides,
Chatelaine Bags, Pearl Necklets,

AND MANY ARTICLES SUITABLE FOR XMAS GIFTS.
22, QUEEN'S ROAD.
Hongkong, December 17, 1904. 1085

THE
HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND COUSINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS. 2196

THE CONNAUGHT HOTEL,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES. EXCELLENT COUSINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Lift.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply
THE MANAGER.

LEADING SCOTCH WHISKIES.

THORNE'S BLEND ... Per Doz \$12.00
CLAYMORE ... " 14.00
LOCHABER ... " 14.00
V. R. O. LIQUEUR (Square bottle) ... " 16.50

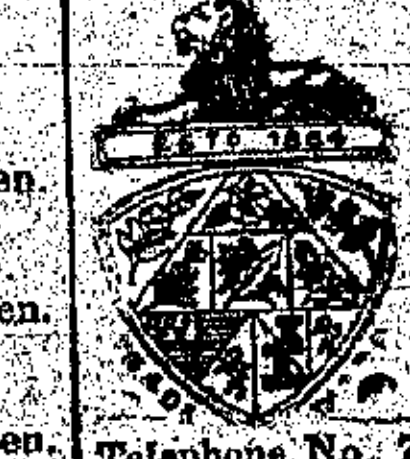
THE VICTORIA DISPENSARY,
Wine and Spirit Merchants,
SOLE AGENTS.

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.

CHRISTMAS STOCK
NOW ON VIEW.


JUVENILE GAMES IN GREAT VARIETY.
INDOOR GAMES. TENNIS GOODS.
CRICKET SETS. TENNIS SETS.

Newest Novels. Annual Volumes. Diaries.
LARGE STOCK OF NEWEST NOVELS. ENGINEERING AND TECHNICAL
BOOKS.



Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants
16, QUEEN'S ROAD.
Hongkong, December 28, 1904.

Intimations.



Milkmaid BRAND Milk
Guaranteed Full Cream.
Largest Sale in the World.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
44, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
84, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1-1, SUKUBA-CHO, TOKYO.
LONDON BRANCH: 24, LINN STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 105, HURST STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Soerabaya, Manila, Amoy, Shanghai, Canton, Tientsin, Newcastle, Port Arthur, Seoul, Changhai, Yokohama, Tokyo, Osaka, Kobe, Maizuru, Kure, Shimonoeki, Moji, Wakayama, Kanagawa, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodadi, Tappah etc.
Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamao, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Matsuda, Mannono, Onuma, Omiya, Saibara, Tanboku, Yoshinotani, Yoshio, Tanokibara, and other Coals.
S. MINAMI, Manager, Hongkong.
Hongkong, May 31, 1904.

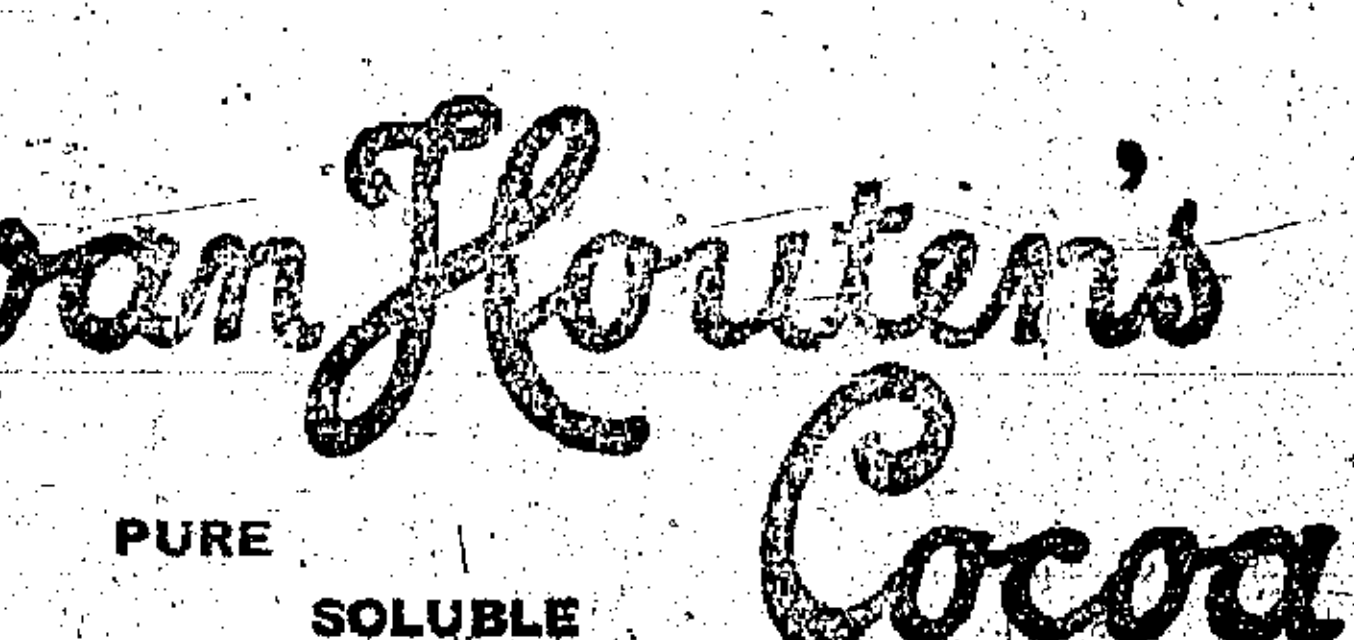
UNTOUCHED BY HAND.



MELLIN'S FOOD
For INFANTS and INVALIDS.
MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

DINNEFORD'S
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.
Safe and most Gentle Medicine for Infants, Children, Delicate Females, and the Sick of Pregnancy.
DINNEFORD'S MAGNESIA

Proved by experience
Three-quarters of a century before the Public and constantly growing in appreciation



van Houten's Cocoa
PURE SOLUBLE
Is to-day The Standard Cocoa of the World. Exquisite in flavor, highly nourishing and refreshing, experience proves it to be
The Best of all Cocoas.

Intimations.



MITSUBISHI COAL
(MITSUBISHI CO.)
COAL DEPARTMENT.
MARUNO-UCHI, TOKYO.
Cable Address: 'IWASAKI' which applies to all Branch Offices and Hongkong and Shanghai Agencies.
AL. ABC 5th EDITION. WESTERN UNION CODES USED.
ALL LETTERS ADDRESSED MANAGER, MITSUBISHI CO., WITH NAME OF PLACE UNDER.
BRANCH OFFICES.
NAGASAKI, MOI, KOBE, KANSAI AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Sanjo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.
SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Namatsu and Kani-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.
Sole Agents for Elgin, Komatsu (Tagawa) and Matsushima Coals.
The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.
Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.
Hongkong, April 25, 1904.

PUBLIC STENOGRAPHERS.
TYPEWRITING of every description executed with N. B. & S. S. PROMPTNESS and DESPATCH.
TALIAFERRO & ROSS,
6, Beaconfield Arcade.
Hongkong, December 22, 1904.

PURE LINSEED OIL
Awarded Bronze Medal at the Paris Exhibition, 1900.
Gold Medal at the Indian Industrial Exhibition 1898, 1900 & 1901.
MANUFACTURED BY
THE GOUREPORE CO., LD.,
CALCUTTA.
Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.
W. R. LOXLEY & CO.,
Sole Agents, Hongkong.
Cable Address: 'LOXLEY', Hongkong.
Hongkong, July 22, 1903.

THE BEST GIFT
FOR THE WIFE
SINGER SEWING MACHINE.
Come and be convinced.
Showrooms:
1, WYNDHAM STREET.
Hongkong, October 3, 1904.

BOO CHEONG,
STATIONER & PAPER MERCHANT,
No. 29, FORTINER STREET.
HAS always on hand every kind of Stationery, Paper for Office Use and Writing-paper, Copying Presses, Pencils of the Best Make, and Automatic Cyclopedia and Ellipse Dupliator.
Hongkong, November 10, 1904.

QUONG HING LUNG,
FIRST-CLASS
Tailor and Outfitter.
30 YEARS' EXPERIENCE IN U.S.A.
UP-TO-DATE CUTTER.
PERFECT FIT GUARANTEED.
FANCY GOODS DEALER.
Prices Very Low.
No. 96, Queen's Road Central, Hongkong.
Hongkong, September 14, 1904.

THE ANGLO-AMERICAN STORE'S
Largest Price List of Groceries, etc., etc.
Hongkong, 1, Wellington Street, Kowloon, 63 & 64, Elgin Road.
Hongkong, September 17, 1904.

Intimations.

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.
In the Goods of JAMES HENRY COX, deceased.
NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 28th day of December, 1904. All Creditors are accordingly hereto required to send their Claims to the Under-deacon on or before that Date.
Dated the 28th day of September, 1904.
DEACON, LOOKER & DEACON,
Solicitors for the Executors.

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.
In the Goods of TSE YAN CHO alias TSE YICK CHI, deceased.
NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 14th day of February, 1905. All Creditors are accordingly hereto required to send their Claims to the Under-deacon on or before that Date.
Dated the 18th day of November, 1904.
DEACON, LOOKER & DEACON,
Solicitors for the Official Administrator.

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.
In the Goods of CARL WILCK, deceased.
NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 20th day of January, 1905. All Creditors are accordingly hereto required to send in their Claims to the Under-deacon on or before that Date.
Dated the 20th day of October, 1904.
DEACON, LOOKER & DEACON,
Solicitors for the Administrator.

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.
In the Goods of HINRICH FRENDEL, deceased.
NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 20th day of January, 1905. All Creditors are accordingly hereto required to send in their Claims to the Under-deacon on or before that Date.
Dated the 20th day of October, 1904.
DEACON, LOOKER & DEACON,
Solicitors for the Administrator.

IN THE SUPREME COURT OF HONGKONG.
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Dated the 20th day of October, 1904.
DEACON, LOOKER & DEACON,
Solicitors for the Administrator.

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Dated the 20th day of October, 1904.
DEACON, LOOKER & DEACON,
Solicitors for the Administrator.

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Dated the 20th day of October, 1904.
DEACON, LOOKER & DEACON,
Solicitors for the Administrator.

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.
In the Goods of HINRICH FRENDEL, deceased.
NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 20th day of January, 1905. All Creditors are accordingly hereto required to send in their Claims to the Under-deacon on or before that Date.
Dated the 20th day of October, 1904.
DEACON, LOOKER & DEACON,
Solicitors for the Administrator.

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Intimations.



I HAVE A BEER OF QUALITY
IT'S **Rainier BEER**
M. J. CONNELL,
Sole Agent,
7, Beaconfield Arcade, Hongkong & Shanghai.

Hongkong, October 24, 1904.

To Let.
ONE BEDROOM—furnished, with Board, with Private Family.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, December 27, 1904.

For Sale.
FOR SALE OR TO LET.
AT THE PEAK.
AN ELEVEN-ROOMED HOUSE, with Dressing, Dining, and Bathrooms; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior Baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.
For particulars and terms, Apply to
SHEWAN, TOMES & CO.
Hongkong, December 27, 1904.

FOR SALE.
ONE VERTICAL ENGINE, with Fly-wheel and Governor, one cylinder 94 inches diameter by 81 inch stroke.
One HORIZONTAL ENGINE, with fly-wheel and governor, one cylinder 124 inches diameter by 18 inch stroke.
One VERTICAL ENGINE, with fly-wheel and governor, two cylinders 34 inches diameter by 13 inch stroke.
One HORIZONTAL ENGINE, with fly-wheel and governor, one cylinder 112 inches diameter by 34 inch stroke.
One HORIZONTAL ENGINE, with fly-wheel and governor, one cylinder 16 inches diameter by 34 inch stroke.
The above can be inspected, and all particulars obtained, upon application to
THE MANAGER,
Kowloon Dock.
Hongkong, December 10, 1904.

FOR SALE.
A FIRST CLASS BOARDING ESTABLISHMENT in Hongkong. Fully furnished and doing good business. Splendid House, with every convenience, and having an excellent view of the Harbour. One minute's walk from Electric Cars. Well-known to, and patronised by, Americans. Suitable for Syndicate or Private Concern. Present Proprietor leaving for England shortly.
Apply by Letter to
Care of 'CHINA MAIL' Office.
Hongkong, November 11, 1904.

THE AMERICAN SYSTEM
DENTISTRY.
DR. M. H. CHAUN,
37, DES VUEZ ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, July 28, 1904.

TO LET.
NO. 1, RUPON TERRACE.
A HOUSE in WONG NEI CHUNG ROAD, FLATS in MOLETON TERRACE, facing the Polo Ground.
OFFICES, in Course of Erection. CORNER ROAD (near Blake Pier).
GODOWNS PRATA EAST.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, December 3, 1904.

TO LET.
A EUROPEAN HOUSE, No. 153, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.
Apply to
JARDINE, MATHESON & CO.,
Hongkong, August 5, 1904.

TO LET.
NO. 1, STEWART TERRACE, The Peak.
Apply to
The Hongkong Land Investment and Agency Co., LD.
Hongkong, March 28, 1904.

TO LET.
ONE ROOM on the First Floor of ALEXANDRA BUILDINGS.
Apply to
SECRETARY,
A. B. WATSON & CO., Limited.
Hongkong, December 10, 1904.

TO LET.
GODOWN No. 5, NEW PRATA, Kowloon Town.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, November 21, 1904.

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LLOYD'S AND WHAT IT MEANS.
The Commercial Intelligence, of London, contains an interesting interview with Sir John Lloyd, secretary of Lloyd's, in which he details the history of the establishment.
Like most great and enduring enterprises Lloyd's had a small beginning. It is now to the world of shipping and marine insurance what the house of Rothschild is to the banking world.
Lloyd's dates from the latter part of the reign of Queen Elizabeth, and had its origin in a small coffeehouse in Tower Street, kept by Edward Lloyd. He was an enterprising man, and through his business contacts with seafaring men and merchants enlisted in foreign trade, foresaw the importance of improving shipping and the method of marine insurance. He was the founder of the system of maritime and commercial intelligence which has been developed into its present effectiveness. Before the time of Edward Lloyd maritime insurance in England was conducted by the Lombards, some Italians, who founded Lombard Street, but after Lloyd embarked in the business Britons conducted marine insurance in London.
The subject of marine insurance is the ship, the cargo, and the freight, all of which may belong to different parties. In time of war there is what is termed the maritime risk—danger from accident, collision, and stranding—which is distinctly separate from the risk of capture and seizure by an enemy. This class of marine insurance had its inception in the conditions arising during the seven-years' French-English war of 1757 to 1763.
Lloyd's moved to Pope's Head Alley in 1770, and in 1774 removed to the present quarters in the Royal Exchange. In 1871 Lloyd's was incorporated by act of Parliament. This act defined the objects of the society to be: (1) The carrying on of the business of marine insurance by members of the society; (2) the protection of the interests of members of the society in respect of shipping, cargo, freight; (3) the collection, publication and diffusion of intelligence and information with respect to shipping.
The incorporation of Lloyd's and the committee of Lloyd's, who are the executive body of the corporation, and the secretary of Lloyd's have practically nothing to do with marine insurance in the way of taking risks or paying losses. Their duty in this respect is to afford marine insurance brokers who wish to effect insurances a place of meeting with those who undertake the risks.
In the interview referred to Sir Henry Hoar expressed his views on continental war and the question of an international treaty affecting the same, as follows:
"In my opinion we ought, as a maritime power, to be very cautious in entering into any treaty or agreement on that subject. My opinion of treaties is that they hold good just as long as it suits the stronger power, and in case of a naval war we ought to be as unfettered as possible. The whole question can scarcely be satisfactorily solved by a conference, and will continue to arise whenever a naval power is at war. Moreover, that power will always put its own interpretation on what constitutes contraband of war."
HONGKONG REGATTA.
A REGATTA under the Patronage of H.E. THE GOVERNOR, H.E. Vice-Admiral Sir G. NOEL, K.C.B., K.C.M.G., H.E. Major-General Vickers Hutton, C.B., Commodore C. G. DICKER, R.N., will be held on FEBRUARY 11, 1905, and will include the following Races:
1. THE GOVERNOR'S CUP. A Challenge Cup presented by H.E. THE GOVERNOR, for four oars; limited to residents of Hongkong. Each crew to be drawn from a single unit, defined as: A Regiment, a Ship, a Corps, the Volunteers, a Firm, or any body of gentlemen working together in the same profession or calling. If any unit is not strong enough to provide a complete crew, then any combination of two similar units may be made. A Club whose object is racing simply is not eligible to compete. Entrance fee, \$10.
2. OPEN FOURS.
3. JELLY FOURS: the crews will be made up by the Committee from the entries received. Limited to Hongkong. Entrance fee, \$10.
4. OPEN PAIRS. Entrance fee, \$5.
5. PAIRS, RANDAN GLEN. Limited to Hongkong. Entrance fee, \$5.
6. OPEN TEN SCULLS. Entrance fee, \$25.
7. MEN O' WAR GIGS and WHARFERS. Entrance fee, \$1. Post entries allowed.
8. MEN O' WAR CUTTERS. Entrance fee, \$1. Post entries allowed.
AND THREE SAILING RACES.
1. H.E. THE GOVERNOR'S Cup for Cruising Yachts, English Rig.
2. THE COMMODORE OF R.H.Y.C. Cup for Cruisers, Chinese Rig.
3. A HANDICAP for all Yachts under 26 feet measuring at the waterline. Entrance fee, \$4.
Racing Course, One Mile. It is hoped to arrange a course of Wharfers.
Boats to be approved by the Committee. By kind permission of the V.E.C. and the H.K.R.C., boats will be provided for the first three races (in training and at the meeting) on application by intending competitors to the Committee.
Invitations have been sent to other Boat Clubs in the Far East to compete in the Open Races.
ENTRIES CLOSE ON FEBRUARY 1st, 1905, and should be sent to the Hon. Secretary, Central Station. The Committee is constituted as follows:—Colonel E. F. BROWN, R.E., Chairman; Messrs E. W. MITCHELL, A. CHAPMAN, G. A. CALDWELL, C. L. GALE, F. W. WARRE, and H. F. CHARD, Hon. Treasurers.
R. R. HALLIMAN, Hon. Secretary.
Hongkong, December 24, 1904.

THE INDUSTRIES OF HONGKONG

BRICK, TILE, AND PIPE MAKING.

Between a hill of clay and a palatial building there is a vast distance, yet to transform the former into the latter needs no magician's wand. The process is gradual, but none the less sure, and daily the metamorphosis goes on. The agency whereby this transformation is effected is one of the triumphs of modern ingenuity over the forces of nature. At Deep Water Bay the work is going on, and while on a visit our representative was brought face to face with the process at the Pipe, Tile and Brick Works, owned by the Green Island Cement Company. The works certainly are interesting, if only for the economical manner in which they are conducted. Every machine, and there are many, not only has its own particular and individual use, but is often combined with other machines and made to perform dual duties. Even the exhaust steam from the boilers, usually allowed to escape, is brought into requisition and made to heat the drying rooms, and the fire from one kiln is used over two and even three times. This naturally effects a great saving in coals and time, and renders the working of the industry more efficient and speedy.

The position of the works is admirable. They are situated at the western end of Deep Water Bay, just across from Aberdeen, and are completely hidden by the hills that tower to the north and south. To the visitor coming from the west no intimation is given of the magnitude of the industry until the plant is inspected. Until one is well within the boundaries of the kilns, one might well imagine that no such thing as a brick works exists in the neighbourhood.

The buildings composing the works are substantial, being built of brick, and they cover a large area of ground. They include kilns, drying sheds, engines, boiler and engine houses, and every thing that appertains to a manufacturing of this character. From the two tall chimneys that rise skyward clouds of smoke issue as the work of burning the kilns is proceeded with, but as the place is far removed from any residential quarter there is no complaint to be made regarding the smoke nuisance.

Naturally enough the first and most important ingredient in the making of bricks and tiles is clay, and round about Deep Water Bay there is a plentiful supply of clay, so of a suitable nature. There are banks of almost the pure material, such as is necessary for the making of pipes, there are other banks of clay full of silica, essential for the manufacture of bricks, pipes or tiles which are afterwards subjected to a very great degree of heat. These banks run in wide veins, cut to eighteen feet in depth, and there is sufficient clay in the immediate vicinity of the works to meet the demand for many a year to come. The cost of procuring the clay and carrying it to the works is therefore very low. Chinese coolies dig it out from the bank, load it into wheelbarrows, and it is wheeled across the intervening space in a few minutes.

In all there are fourteen kilns, three of which have recently been completed. Three of the brick kilns have a capacity of about 30,000 bricks each, while the pipe kilns take on an average 400 pipes of all sizes. The dimensions of the pipes range from four inches to twenty-four inches in diameter, and from two feet to two feet six inches in length. If filled entirely with small pipes the capacity of the kilns would be considerably over 400, but the general average would be about that number. The kilns are of two classes, one being known as the down draft continuous, and the other as the down draft independent. As the name implies the independent kilns are built alone and are finished one by one, while the continuous kilns are built close to each other and the heat from one is carried to the next. This is effected by a well-arranged series of flues and draughts, and the heat is carried from one kiln to the next, and so on, until it reaches the last kiln, where it is exhausted to the atmosphere. The heat in the independent kilns is carried off by means of dampers the heat can be cut off from any of all the kilns as desired, or can be utilised by one alone. The saving in fuel that is effected by this contrivance is patent to all.

During the past eight years all the improvements that are now being used have been made. Bricks were formerly pressed by manual labour at the works, and the process of drying was done in the open air, and the work was done in a fraction of the time and at a better. The mode of making bricks is as follows:—First the clay is wheeled into the yard and is ground up by a milling machine, then it is carried to the next floor by means of an elevator, and is then wheeled into a drying shed, where it remains until sufficiently dry to be burnt without danger of cracking. A few years ago it was the custom to dry the bricks by the sun, but this was found to be very tedious, and to be liable to the bricks being blown away by the wind, and so on. The drying room, and a steady heat was then required. The steam was obtained by connecting pipes to the exhaust pipe from the boilers, so that the increased facility was gained without any increase in cost, except the initial outlay for the pipes. After the bricks have been sufficiently dried they are stacked in a kiln with a small space between each brick so as to allow the heat to find its way through the kiln and to burn the bricks equally on one side and the other. In this kiln the bricks remain for about twenty days, and during that time they are subjected to a tremendous heat. After being thoroughly burnt they are allowed to cool down, an operation that takes some time, and they are then ready for the market.

Five bricks are made with clay containing from eighty to ninety per cent. of silica, and are hard-moulded. The rest of the process is similar to that undergone by building bricks, except that the burning takes longer.

The process for making pipes is but slightly different. The clay is first brought in from the clay banks and, being damp, is spread out in heaps in one of the drying sheds. Here it remains until dry enough to crumble up, a process which takes about twenty-four hours. The clay is then conveyed into a pan with a perforated bottom, and here it is milled and descends into a hopper, a circular receptacle, where it is still further milled. From this hopper the now

finely-powdered clay is elevated by means of a belt, to which buckets are attached, to the floor above, where it is automatically thrown into a revolving cylinder. This is a very ingenious idea, and originated with the present proprietor of the works, Mr. J. B. Widdell. The stone is made in the form of a horizontal cylinder and is enclosed in a box to prevent the powdered clay from flying all over the room, which naturally enough is extremely dusty. The end of the cylinder is closed by a door, and the slightly higher than the other end. When the cylinder is in operation the crushed clay passes in from the elevator into the inside of the cylinder and is whirled round and round, the finely ground clay going through the sieve, while the coarser gritty remains, passes back into the hopper and is re-ground. The process goes on *ad infinitum*. By gravitation the powder falls down a shoot to the mixing pan. Here the first Chinese workman is met with. From the time the dry clay is carried to the first pan until it reaches almost the final stage it is not handled by anyone. Mechanical contrivances connect each with the other, and so the work goes on. The mixing pan is in charge of a Chinaman, whose duty it is to see that the requisite consistency is maintained, and this is done by the addition of more or less water as required. While in the mixing pan the compound passes beneath two rollers, each weighing about two tons. These should any grit have escaped the many crushings it is almost certain to be pulverised in this, the last pan. After being thoroughly mixed and pressed the mixture is carried to a pipe machine. This machine is also cylindrical in shape, perpendicular, and has two chambers, upper and lower. Into the upper chamber the moist mixture is thrown, then a piston descends and forces it to the next chamber, where the mixture is pressed into the shape of a pipe, and the steam pressure. From the mould the clay comes out in the shape of a pipe, but has yet to be burnt. If placed in a kiln at once, and the fire is kept burning, the pipe would crack and break in all directions, due to the expansion of the water they contain. To obviate this the pipes are placed in a drying shed where they stay until they are ready for the kilns. In the kilns the pipes remain for about 22 days and before glazing they are subjected to a white heat. Salt and sulphur-form the most important components in this glazing mixture. After going through this process the pipes are ready for use, and are shipped away to the market.

The process of superincumbent of the work, Mr. J. B. Widdell, has been there for about eight years. During the time he has been in charge practically the whole of the works have been reconstructed and vastly improved. Mr. Widdell lives at the works, his house being built on the top of a hill directly above them, and is 500 feet above the sea—an excellent, salubrious position. Coolies' quarters are built on a hill opposite and they are 350 feet above the sea level. Although there are considerable differences in altitude, a result due to large measures to the altitude at which they live, where they are free from all damp or malarial vapours.

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BY WHARF AND WAVE.

The two French river steamers *Charles Harcourt* and *Paul Bon* have resumed the Hongkong to Canton service under the agency of the Messageries Maritimes.

A Government Gazette has been issued notifying mariners that the bulk *Bole J. Bon* has been abandoned by the *Singkong* at Pratas Reef and is now a derelict and a danger to navigation.

The British steamer *Lothian* arrived at Singapore on Dec. 19 from China with over 2,000 Chinese coolies on board en route for the Transvaal. She anchored outside the harbour limits.

The *Straits Times* says:—Overheard on Sunday, Frenchman: 'I wonder what he is keeping the French dock back for? It is not handled by anyone. Mechanical contrivances connect each with the other, and so the work goes on. The mixing pan is in charge of a Chinaman, whose duty it is to see that the requisite consistency is maintained, and this is done by the addition of more or less water as required. While in the mixing pan the compound passes beneath two rollers, each weighing about two tons. These should any grit have escaped the many crushings it is almost certain to be pulverised in this, the last pan. After being thoroughly mixed and pressed the mixture is carried to a pipe machine. This machine is also cylindrical in shape, perpendicular, and has two chambers, upper and lower. Into the upper chamber the moist mixture is thrown, then a piston descends and forces it to the next chamber, where the mixture is pressed into the shape of a pipe, and the steam pressure. From the mould the clay comes out in the shape of a pipe, but has yet to be burnt. If placed in a kiln at once, and the fire is kept burning, the pipe would crack and break in all directions, due to the expansion of the water they contain. To obviate this the pipes are placed in a drying shed where they stay until they are ready for the kilns. In the kilns the pipes remain for about 22 days and before glazing they are subjected to a white heat. Salt and sulphur-form the most important components in this glazing mixture. After going through this process the pipes are ready for use, and are shipped away to the market.'

The B. I. steamer *Bojala*, 3,439 tons, Capt. G. A. Shepherd, arrived at Colombo on Dec. 12 from Tientsin via Ochoa, with 2,184 Chinese emigrants, bound for Durban as labourers. The *Bojala* took in coals and a large quantity of water, and called next day.

A four-masted schooner has been ordered from a Connecticut yard with a 100 horse power auxiliary motor. The schooner will be built at the yard, and will be used for handling cargo, working the windlass, and setting sails. This forward motor will also run dynamo to light the vessel with electricity.

The Bureau of Navigation reports 78 vessels of 14,024 gross tons were built in the United States and officially numbered in October. Of these, 36 of 10,032 tons were sail and 42 of 3,992 tons were steam. Among the largest was the wooden schooner *Jose Palmer*, of 3,138 tons, built at Boston for Wm. F. Palmer.

The British steamer *Island*, Capt. Wm. Wind, which left Singapore on Dec. 17 for Bangkok, returned to the port two days later. The Captain reported that at 2 p.m. on the 18th when off Palo Aor he encountered a strong gale and wind, and with a sudden change of wind to the S. E. backing round to the N. W. The ship became unmanageable and the Captain decided to return to port.

The 'Secundra' Wrecked.

At the wreck of the B. I. steamer *Secundra*, at Galle, Colombo, the officers, engineers, and lascars remained in the water from 12 minutes past 7 o'clock till 10 o'clock on Dec. 9, and all that time there was no attempt at rescue. One amazing and scandalous feature of the case is the callousness of the native fishermen, several of whose boats passed the shipwrecked one without any attempt to render assistance. The approach of the first batch of canoes was watched with relief by the drowning men, but when the fishermen showed no inclination to help, the Europeans and the lascars yelled to the canoes to come round and take them off. The fishermen jeered—or at least replied in a tone that seemed jeering. 'They want to know how much *backshish* we would give them,' said Mr. Castell, a passenger. The officers were completely exhausted, and about to sink with the cry, when a boat passed unheeding the cries of his companions, who held their comrades up, though themselves exhausted, till help arrived. The *Secundra* in their despair went almost crazy with rage and terror, and the natives, who were completely exhausted, and about to sink with the cry, when a boat passed unheeding the cries of his companions, who held their comrades up, though themselves exhausted, till help arrived.

The *Secundra* was a 1,000-ton steamer, built at Galle, Colombo, and was wrecked on Dec. 9, and all that time there was no attempt at rescue. One amazing and scandalous feature of the case is the callousness of the native fishermen, several of whose boats passed the shipwrecked one without any attempt to render assistance. The approach of the first batch of canoes was watched with relief by the drowning men, but when the fishermen showed no inclination to help, the Europeans and the lascars yelled to the canoes to come round and take them off. The fishermen jeered—or at least replied in a tone that seemed jeering. 'They want to know how much *backshish* we would give them,' said Mr. Castell, a passenger. The officers were completely exhausted, and about to sink with the cry, when a boat passed unheeding the cries of his companions, who held their comrades up, though themselves exhausted, till help arrived.

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To-day's Advertisements

The *Empress of China* has gone this dock at Kowloon for annual survey and overhaul.

We hear that the taking over the *Andromeda* for the South African cable trade has been postponed.

The French steamer *Hue* has gone into dock at Kowloon for a general overhaul and extensive repairs.

The work on board the *Andromeda* is expected to be sufficiently advanced by about January 12 for her to be released from dock. She should be ready for sea again about the middle of the following month.

Inquiries at Messrs Barretto and Company's Office, the local agents for the over-sea steamer *Lezard*, this afternoon, elicited the information that no word has yet been received of the whereabouts of the missing steamer. The Captain of the *Lezard* is reported to have stated that she was safe in Manila harbour, but as the agents had arranged for a cable to be sent directly to the steamer it seems possible that some mistake has been made.

The following French flotilla arrived in Singapore on Dec. 18.—The corvette *Lezard*, Commander Amet; the destroyer *Prudent*, the officers of which are Lieutenants de Rivillien, Rouvier, Guillard, and Chief Engineer M. Gueh; the destroyer *Subre*, commanded by Lieut. de Vatteau; *Leblat*, and the torpedo boats No. 247, commanded by Lieut. Roulet; No. 248, commanded by Lieut. Robin; No. 243, commanded by Lieut. Viole; No. 246, commanded by Lieut. de Viole; No. 244, commanded by Lieut. Porcher; and No. 249, commanded by Lieut. Rouleau.

A matter which might occupy the attention of the Harbour Master is whether the ex-wins of steam launches should be allowed to sit down while steering or not. Some launch owners enforce the rule that their crewmen when steering shall stand up, and it is noteworthy that launches on which this is the practice are extremely free from accidents. It is contended in favour of the suggestion that the Chinese crewmen when sitting down in launches become careless and sleepy, and so if he is kept standing up he keeps a much brighter lookout. In view of the numerous collisions in the harbour lately, in which careless navigation has been proved, perhaps the change suggested would be fraught with good results.

The P. and O. Co. Dividend.

At the 64th Annual Meeting of the Peninsular and Oriental Steam Navigation Company held on the 13th December, the Directors, after providing for the usual dividend at the rate of 5 per cent. per annum on the Preferred Stock, recommending a dividend on the Deferred Stock of 8 per cent. for the six months, and a bonus of 3 per cent. making, with the Interim Dividend of 34 per cent. paid in June, a total Distribution on the Deferred Stock of 13 per cent. for the year.

THE NEW KOWLOON HOTEL.

No Five-Storeyed Buildings

An application for modification of the provisions of the Public Health and Building Ordinance in respect to the proposed 'Station Hotel', at Kowloon, was dealt with at yesterday afternoon's meeting of the Sanitary Board. The applicant desired a modification as regards the height of the building, requesting that it might be a five-storeyed one. The Hon. Mr. Brown moved that the Board should decline to recommend the granting of the application but leave the matter to be dealt with by the Governor. It was unusual to have buildings of more than four stories. The Medical Officer of Health had recommended the application for the reason that an additional 400 square feet of space would compensate for it. He thought 400 feet was a small lot and did not agree with the M. O. H. It was moved that the Board should grant the application might encourage the construction of other huge buildings which the Building Act was intended to guard against by limiting them to four stories. The motion was carried.

The taste is pleasant of *Stearns' Wine*, Liver Oil that disturbs the stomach. Aids digestion.

To-day's Advertisements

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship *HAITAN*, Captain ROBINSON, will be despatched for the above ports on FRIDAY, the 30th Inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LARRAIE & Co., General Managers, Hongkong, December 28, 1904. 2316

NOTICE TO CONSIGNEES.

STEAMER AUSTRALIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON to SINGAPORE, via SUEZ, and from BORDEAUX to SINGAPORE, via SUEZ, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuable, are to be landed and stored at their risk into the Godowns of the HONGKONG KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on condition of insurance being effected from the Consignees before Noon, To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Underwriters. Goods remaining unclaimed after WEDNESDAY, the 4th January, 1905, at 10 a.m., will be subject to rent and landing charges. All claims must be sent in to me on or before the 4th January, or they will not be recognized. All damaged packages will be examined on WEDNESDAY, the 4th January, at 10 a.m. No Fire Insurance has been effected. L. BRIDCO, Acting Agent, Hongkong, December 28, 1904. 2314

To-day's Advertisements

WANTED. SITUATION as CHILDREN'S NURSE. Family going to England preferred. Apply 'E. L.' Care of 'China Mail' Office. Hongkong, December 28, 1904. 2335

NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 358, the EXCHANGE BANKS will be CLOSED for the Transactions of Public Business on MONDAY and TUESDAY, the 2nd and 3rd January, 1905. Hongkong, December 28, 1904. 2322

A. S. WATSON & CO., LIMITED.

ESTABLISHED 1841.

AERATED WATER MANUFACTURERS.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters. An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned. Orders for Aerated Waters should be addressed to A. S. WATSON & CO., LIMITED, Aerated Water Manufactory, Des Vaux Road Central.

PRICE LIST.

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.	Per Doz.
Soda Water in Bombay Bottles	1.70
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberries	1.95
Stone Ginger Beer	1.95

WATKINS, LIMITED.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters. An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned. Orders for Aerated Waters should be addressed to WATKINS, LIMITED.

PRICE LIST.

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.	Per Doz.
Soda Water in Bombay Bottles	1.70
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberries	1.95
Stone Ginger Beer	1.95

HONGKONG, DECEMBER 28, 1904. 2321

THE VICTORIA DISPENSARY.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters. An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned. Orders for Aerated Waters should be addressed to THE VICTORIA DISPENSARY.

PRICE LIST.

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.	Per Doz.
Soda Water in Bombay Bottles	1.70
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberries	1.95
Stone Ginger Beer	1.95

HONGKONG, DECEMBER 28, 1904. 2320

AT THE CATHOLIC UNION, GLENELLY.

GRAND CHRISTMAS Pantomime.

ALI BABA AND THE FORTY THIEVES, in aid of funds to provide Christmas Treats to 700 poor Children and 300 poor Old People.

DATE OF PERFORMANCE.

Wednesday, Jan. 4, at 9 p.m.	\$1
Thursday, " 5, at 5.30 "	50 Cts.
Saturday, " 7, at 9 "	\$1.

Tickets can be had at the above address, where the Plans of Seats are now on View. Hongkong, December 28, 1904. 2323

FOR SALE.

HALF-PLATE HAND-CAMERA; fitted with R. R. Lens. Apply F. W. SPENCER, E. E. T. Co. Hongkong, December 28, 1904. 2327

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship DUMBEA.

Captain CHARBONNET will be despatched for MARSSEILLES on TUESDAY, the 10th January, 1905, at 1 p.m. Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—S.S. AUSTRALIAN, January 24, 1905. S.S. SALAZAR, February 7, 1905. L. BRIDCO, Acting Agent, Hongkong, December 28, 1904. 2313

To-day's Advertisements

FOR ALL PURPOSES USE ONLY. GROSSWOOD BRAND OF PAINTS. As supplied to the LEADING NAVIES, SHIPOWNERS AND SHIPBUILDERS. Manufactured by Gross Sherwood & Heald, LIMITED, London.

SOLE AGENTS: HARRY WILSON & CO., Hongkong.

Hongkong, January 8, 1904. 20-3

THE DAIRY FARM CO., LTD.

FARM AT POKEPOOL.

Office and Tack Room:—WYNHAM STREET, Kowloon Branch:—47, ELGIN ROAD.

Best Australian Table Butter 70 Cts. per lb. Capon (House-Fed).....32 " Chickens.....32 " Australian Bacon

Intimations.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

DELIGHTFULLY SITUATED. Decorated and Appointed with Latest Improvements. Home-like and Comfortable. Clean and Quiet.

BEAUTIFUL VIEWS, AND WALKS.

EXCELLENT CUISINE AND EFFICIENT ATTENDANCE. MODERATE-TARIFF.

TELEPHONE: Nos. 421 and 332.

December 5, 1904.

2181

OSAKA HOTEL,

NAKANOSHIMA PARK,

OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. HAKI, Manager.

December 6, 1904.

2182

LAXATIVE.

THE NEW IDEAL PURGATIVE.
FOR ALL LIVER, KIDNEY
AND HEMORRHOID
TROUBLES.RECOMMENDED BY THE WORLD'S FINEST
PHYSICIANS.

LAXATIVE is the mildest, aperient known. It is pleasant in taste, not drastic but certain in action and even in large doses is harmless. Laxative being non-irritant will be found a great boon, to ladies especially, and in cases where the kidneys are irritable or diseased. Laxative is strongly recommended by the Continental Authorities and is being largely used in the London hospitals. Messrs A. S. WATSON & Co. Ltd., have been appointed the Hongkong Agents for this preparation.

Hongkong, December 8, 1904.

2211

ADVERTISE

ADVERTISE

ADVERTISE

The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for
Advertising is

China Mail.

Read by all Classes in the Colony

and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half a Century.

WASHING BOOKS.

(In English and Chinese)

WASHING BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.

CHINA MAIL OFFICE.

Insurance.

FIREMAN'S FUND INSURANCE CO.
OF
SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1903.

Assets, Gold, \$5,358,220.37
Net Surplus, Gold, \$2,156,118.80
Income, Gold, \$3,470,787.53

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, March 23, 1904.

562

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 28, 1904.

1412

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUND at 31st DECEMBER, 1903, £18,898,650.

—Authorized Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital £2,587,600 0 0
—Fire Fund £3,064,961 12 3
—Life & Annuity Funds £13,154,168 16 7£18,898,650 8 10
Revenue Fire Branch, 1,835,128 9 0
Life & Annuity Branches, 1,615,755 11 9£3,550,883 11 9
The Accumulated Fund for the Fire and Life Departments free from liability in respect of each other.

Hongkong, June 18, 1904.

1507

Intimations.

MARTIN'S
APOLLO STEEL
PILESTHE COMMERCIAL LAW AFFECTING CHINESE.
With Special Reference to
PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN
HONGKONG.
(Reprinted from the China Mail.)For Sale at the China Mail Office.
Price \$1.00.A RAMPLE THROUGH SOUTHERN FORMOSA.
By G. TAYLOR, I. M. Customs.
With Woodcuts.(Reprinted from the China Review.)
One of the Best Sketches of Formosa Life yet written.Price \$1.00.
CHINA MAIL OFFICE, 5 Wyndham Street, Hongkong.

WILD MEN OF NEW GUINEA.

Strange Amphibious Tribe.

Mr. H. Wilfred Walker, an experienced explorer, who has just returned from New Guinea, gave the following interesting information to a representative of the Straits Times:—

When Mr. Walker was asked if he had read in recent Home journals about the discovery of web-footed natives in the swamps of the interior, he said the finding of these people was one of the objectives of this self-same expedition. They were a swamp-living tribe called the Agai Ambu, whose feet and the extremities of their bodies were reported to be curiously malformed. He gives an interesting account of the first encounter with the strange people. Passing through long grass after emerging from the forest there suddenly came into view some of the Agai Ambu houses close at hand. Two guides who could speak the language were sent ahead. After parlaying with the aborigines the guides called forward the rest of the expedition. A remarkable scene presented itself. In front was a lake thickly covered with water lilies, blue, yellow and white. On the farther side were several curious houses built on long poles in the lake's edge above the water. There was great confusion on the lake, the inhabitants fleeing in their canoes and swimming in all directions. One man who took to the water was pursued by a Baruga guide and there was an exciting wrestling match which ended in a victory for the Agai Ambu man, for although the guide was the more powerful of the two he was no match for his amphibious adversary who slipped from his grasp like an eel and swam away and was rescued by a canoe manned by some of the tribesmen. Nor could the Baruga canoe overtake the Agai Ambu craft.

Eventually two Baruga men were sent over in a canoe to the other side of the lake to speak to the Agai Ambu and acquaint them with the friendly intentions of their visitors. They managed to entice one man back with them. All the way across he chanted a sort of wail or lament, possibly thinking that he might never see his friends again. When he came close up, Mr. Walker says, they were able to see that there was some truth in the reports about the curious physical formation of these people, although there had been exaggerations as to webbed feet, etc. There was between the toes an epidermal growth more distinct than in the case of other peoples but not so conspicuous as to permit of the epithet "half-webbed," much less "webbed" being applied to their feet. The most noticeable difference was that their legs below the knee were only about half the length of those of the ordinary Papuan, while their feet seemed broader and shorter and more turned up. From what the explorers learned, the Agai Ambu never walked about on dry land, and when they did they walked with a mincing gait, lifting their feet straight up. They all appeared to be slightly bow-legged, this being due no doubt to their confinement in the narrow limits of their canoes.

There are only two villages comprising the whole of this curious tribe. Their chief food seems to consist of wild-fowl, fish, sago and marsh plants; water-fowl they catch by diving under them and seizing them by the legs. At one time these people were fairly numerous, but a few years ago their numbers were very much decimated by disease. They never leave their homes. Shortly after this expedition of which Mr. Walker speaks, the Agai Ambu were again visited by Sir Francis Winter, the Acting Governor, and Mr. C. A. W. Munkelton. In his account of their expedition, Sir Francis Winter relates how on arrival at the swamp-dwellers' village, after much shouting, their Baruga followers induced two men and a woman to approach them. Each came in a small canoe propelled by a long pole. One man and the woman ventured on shore. The Barugas said the Agai Ambu were not able to walk properly on hard ground, and that their feet soon bled if they do so. The man who came on shore was middle-aged. He would have been a fair-sized native had his body from the hips downwards been proportionate to the upper part of his frame. He had a good chest and for a native a thick neck; and his arms matched his trunk. His buttocks and thighs were disproportionately small and his legs still more so. His feet were short and broad and very thin and flat, with weak-looking toes. This last feature was most noticeable in the woman whose toes were long and slight and stood out rigidly from the feet as though they possessed no joints. The feet of both the man and woman seemed to rest on the ground something like wooden feet would do. The skin above the knees of the man was in loose folds and the sinews and muscles round the knees were not well developed. The muscles of the shin were much better developed than those of the calf. In the ordinary native the skin on the joints is smooth and tight and the anatomy of the body is clearly discernible, but the Agai Ambu man had several folds of thick skin or muscle across the joints, which concealed the outline of his frame. On placing a Baruga man alongside this native man, it was noticed that the former was about three inches higher at the hips. Viewed sideways this man, says Sir Francis Winter, in figure and carriage looked more ape-like than any human being he had ever seen. The woman was much more slightly formed, but her legs were almost identical in proportion to her figure with those of the man. The knees were clothed in a wrapper of native cloth.

The Agai Ambu houses are built on piles about 12 feet high above the water. Their canoes are small, long and narrow, hollowed out of the solid log to a more shell. Although by their construction these craft are very unstable, the natives stand up in them and pole them along without any difficulty through the water, which is so full of aquatic plants that a craft of any width or drawing more than a few inches would make but slow progress. These people are very expert swimmers and can glide through beds of reeds or rushes or over masses of floating vegetable matter with ease. This interesting tribe, it would appear, is becoming slowly extinct. Very few now remain out of what was at one time apparently a numerous tribe.

Mr. Walker, it may be mentioned, intends to resume his travels after he has had a recuperating spell in Singapore, and has arranged an itinerary that will occupy him for the next eighteen months or so before he sets his face for England. In the first place he will visit Burma, then Celebes, the Moluccas, Java, Assam, and Ceylon.

HAVE YOU THESE SYMPTOMS?

DISEASED KIDNEY CAUSES BACKACHE, URINARY DISORDER, GRAVEL, DIZZINESS, PUTTY FLESH, NERVOUSNESS, AND IRREGULAR HEART'S ACTION.

KIDNEY disease does not usually come on with a sharp pain. It did it would not be so dangerous, because the patient would at once seek treatment and relief. On the contrary, most often it comes on quietly—may have been working in the system for years before the patient suspected the real cause of his trouble. There they have been headaches, limb aches, neuralgia, sciatica, rheumatism, a nervous, irritable feeling, or a generally tired feeling, weak heart, dizziness, etc. He did not know these were symptoms of kidney disease, and so he neglected the system, and not the kidneys. Thus the trouble kept growing worse, until disturbances of the water appeared, or there was gravel, or retention of the urine, or backache—or some such plain sign of kidney trouble that there could be no doubt. Doan's Backache Kidney Pills should be taken at the first sign of anything wrong. There is no other safe way, because kidney diseases are the most dangerous of all diseases, except consumption. Doan's pills are a great aid and stimulant to the kidneys. They strengthen the kidneys and help them to properly perform the most important of all functions—the filtering of the blood. Help them to flush out, and carry away with the surplus water, all those impurities which the blood gathers up in its circuit of the body. In no other way can you be well.

This medicine has been in use by the Quakers for 72 years, and is a today made of the same roots and herbs as it was 72 years ago. It cannot be improved by adding to, or taken away a single thing. Its effects are only on the kidneys and bladder—not on the bowels. This is the reason for its success: it does one thing only, but it does that one thing well.

All the chief chemists and medicine-dealers sell Doan's Backache Kidney Pills, price 2/6 for 1 box, or 1/3 for 6 boxes; or the medicine may be had, post free, on receipt of price, direct from the proprietors—The Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England, who will also send a Sample Box Free to anyone who writes for it and mentions this paper.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—
Advertisements and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.
G. M. BAIN.
"CHINA MAIL" Office, May, 1904.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.
(Reprinted from the "China Mail.")
Price Fifty Cents.
To be had at the "China Mail Office," 5 Wyndham Street.

THE NEW FRENCH REMEDY

THERAPION.
This successful and highly popular remedy, as employed in the Continents, dispels by Blood, Rheumatism, Gout, Gravel, and other diseases, all kinds of pains and swellings, and restores the system to its normal condition. It is a powerful purgative, and its use is recommended by the highest medical authorities. It is a French preparation, and its use is recommended by the highest medical authorities. It is a French preparation, and its use is recommended by the highest medical authorities.THERAPION No. 1
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